City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING & DEVELOPMENT

Application Number: 3015887

Applicant Name: Tom Croonquist for University Village Partnership

Address of Proposal: 4645 25th Ave NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 4-story building with 45,352 sq. ft. of retail space. This is a revision to Project #3008972 adding 2 stories to Building #3, (Gateway Building). Final Environmental Impact Statement approved July 18, 2011 under Project #3008972*.

The following Master Use Permit components are required:

Design Review (No Departures) (Seattle Municipal Code 23.41)

SEPA-Environmental Determination (Seattle Municipal Code 25.05)

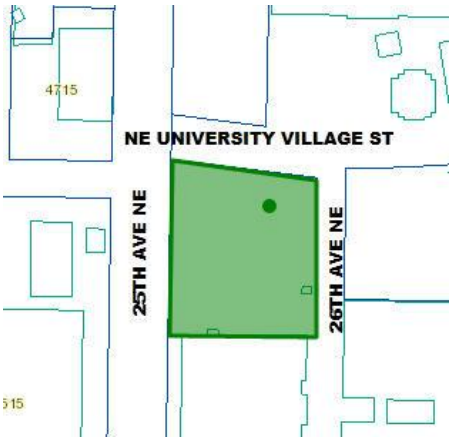
DPD SEPA DETERMINATION:

Determination of Non-significance

☐ No mitigating conditions of approval are imposed.

☒ Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts.

*MUP project 3008972 included an Environmental Impact Statement for several new buildings and additions with the University Village site, including the development proposed with MUP 3015887.



Site:

Site Zone: C1-65

Nearby Zones: (North) C1-65
(South) MIO-37-LR1
(East) C2-65
(West) C1-40 and MIO-50-C1-40

Lot Area: 981,000 square feet

Current Development:

The site is occupied by several retail structures and two retail/parking structures that are separated by walkways, plazas, and surface parking areas. The heights of the structures range from one to six stories. The area of the site proposed for redevelopment is currently occupied by a surface parking lot.

Surrounding Development and Neighborhood Character:

Surrounding uses include a mix of commercial, residential, and institutional. Commercial areas flank 25th Ave NE and NE 45th St near the site. Multifamily residential development is located just north of the site and up the hill to the west. Nearby single family residential development is located primarily to the east of the site on the other side of NE Blakely St. Open space is located to the south across NE 45th St.

Most of the nearby retail and single family structures are 1-2 stories tall. Newer multi-family residential and commercial structures are 4-6 stories tall. The subject property is located in a low spot between the hill to the west and the hill to the east. The NE 45th St viaduct rises from grade at the south property line up the hill to the west.

The area includes sidewalks and nearby transit stops. Bus stops are located on 25th Ave NE and NE 45th St. The NE 45th St bus stop near the site is accessed via a pedestrian path under the NE 45th St viaduct. Parking is predominantly in private surface parking lots, with some below grade and structured parking. There are no alleys adjacent to the site.

I. ANALYSIS - DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: June 2, 2008

DESIGN PRESENTATION

The packet included materials presented at the meeting, and is available online by entering the original project number (3008972) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the scanned documents for the 3008972 file online at this location: http://web6.seattle.gov/dpd/edms/

DPD Note: The Early Design Guidance with MUP 3008972 addressed three buildings: Building 1 (South Garage structure), Building 2 (Village Center), and Building 3 (Gateway building). The proposed revisions to be reviewed with MUP 3015887 pertain only to Building 3 (Gateway building).

PUBLIC COMMENT

Comments and questions included the following:

- The south parking garage building design is as good as it can be in regards to the NE 45th St viaduct.
  - The applicant should make sure the pedestrian paths are clear and well-lit
  - Any clean-up under the viaduct would be positive

  - The garage will probably reduce congestion at the southwest vehicular entry, which is good
  - How many more stalls would be in this building, compared to the north parking garage?
    - Fewer stalls, but in a similar style
- The proposed gateway building close to 25th Ave NE is a good addition
- The reduction in surface parking at the site is a positive move
- Enhance the pedestrian environment in any way possible
- QFC will be developing an apartment complex at their site next door, with a possible increase in retail space. The applicants for this project should work with QFC to coordinate developments.
- University Village is a gathering space for the public as well as a shopping center, and these additions will help that identity

FINAL RECOMMENDATION MEETING: December 1, 2014

DESIGN PRESENTATION

The packet includes materials presented at the meeting, and is available online by entering the major revision MUP project number (3015887) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the 3015887 file, by contacting the Public Resource Center at DPD:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The applicant explained that the proposal is a change to the Gateway building, which is one of three buildings that were approved for design review in 2008. The South Garage building has been completed since 2008. The Gateway building and Village Center buildings have not yet been constructed.

The applicant's design intent for the changes to the Gateway building include better pedestrian connectivity to 25th Ave NE and across the University Village site, reconfiguration of outdoor spaces for better pedestrian use, and a design concept that responds to the changing context in the area since 2008.

The proposed changes include:

- Additional building height to allow for a 3rd floor retail outdoor showroom (terrace) and 4th floor penthouse space
- Moving the building footprint to the south to provide a plaza at the north edge

- Creating a more direct pedestrian connection across the south edge of the building, and
- Removal of the loading dock access from the 26th Ave NE frontage. The loading has been modified to connect to the existing loading dock to the south, below grade.

The applicant explained that the proposed 55' building height is comparable to newer development to the north, and the maximum height is measured from the low point of the site, inside University Village. The 25th Ave NE façade height bulk and scale is reduced through upper level setbacks, the 3rd floor terrace, and the response to the sloped site.

The proposed materials included gray brick, gray plaster, dark metal awnings, and dark metal Juliet balconies. The light fixtures would be custom fixtures that are a light box with a small chandelier inside, measuring a little over 3' tall. The applicant explained that while the palette is subtle, a second story cornice, articulation, light fixtures, and balconies/awnings are proposed to emphasize the architectural forms and create a scale that responds to the nearby context. The applicant clarified that while the third floor was shown in a light color in the elevation drawings, the proposed color is much darker. The elevations were intended to convey the upper level setback rather than the proposed color palette.

The elevator bays would be fully glazed at the east and west frontages. The applicant clarified that the elevator would be glazed on the 25th Ave NE and 26th Ave NE frontages, with precast concrete on the side facing the interior of the site. The glass would be backlit to provide a lantern effect at night.

The applicant explained that the intent of the landscape design is to enhance the primary west entry to University Village (adjacent to the north edge of the proposed building), provide a sunny pedestrian connection and water feature on the south edge of the building, and provide landscaping at the 3rd floor terrace that will be visible to pedestrians. The northwest corner included a pedestrian stair and overlook to University Village, with informal varied planting in the slope between the primary University Village driveway and the north plaza. The east and west edges would include plant materials to respond to the existing conditions to the south along each street frontage.

PUBLIC COMMENT

No public comments were offered at the Recommendation meeting.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

EARLY DESIGN GUIDANCE (JUNE 2, 2008):

DPD Note: The Early Design Guidance with MUP 3008972 addressed three buildings: Building 1 (South Garage structure), Building 2 (Village Center), and Building 3 (Gateway building). The proposed revisions to be reviewed with MUP 3015887 pertain only to Building 3 (Gateway building).

At the Early Design Guidance meeting held on June 2, 2008 and after visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings" and "Commercial Buildings and University Community Design Guidelines" of highest priority to this project:*

A-1 Responding to Site Characteristics
A-2 Streetscape Compatibility
A-4 Human Activity
A-8 Parking and Vehicle Access
B-1 Height, Bulk, and Scale Compatibility
C-1 Architectural Context
C-2 Architectural Concept and Consistency
C-3 Human Scale
C-4 Exterior Finish Materials
C-5 Structured Parking Entrances
D-1 Pedestrian Open Spaces and Entrances
D-2 Blank Walls
D-3 Retaining Walls
D-5 Visual Impacts of Parking Structures
D-6 Screening of Dumpsters, Utilities, and Service Areas
D-7 Personal Safety and Security
D-9 Commercial Signage
D-10 Commercial Lighting
D-11 Commercial Transparency
E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
E-2 Landscaping to Enhance the Building and/or Site
E-3 Landscape Design to Address Special Site Conditions

**The Design Review Guidelines have been updated since 2008. The 3015887 proposal is a major revision to MUP 3008972, and therefore is subject to the Design Review Guidelines in effect at the time of the MUP 3015887 application (9/19/2013). The Design Review Guidelines applicable to MUP 3015887 are summarized below the summary of the December 1, 2014 Design Review Board Recommendations.*

1. **Building 1 (South Garage)**
    a. Because of the proposed height and the location on the south property line adjacent to the NE 45th St viaduct, this structure would have the greatest height, bulk, and scale impact on the public realm. Even with parapets and building articulation, this will appear to be a very long structure. The proposed design should respond with tools to reduce the mass of the building and visually and physically connect it to the surrounding community context.
        i. Consider stepping down the mass with the elevation of the NE 45th St viaduct; consider pulling back the top floor plate(s) to create a terracing effect
        ii. Consider modulating the south wall with inset sections at least 5' deep, combined with use of color and material to visually enhance any proposed modulation
        iii. Provide a significant visual break in the building at street level to reduce the appearance of the length of the building

iv. Other possible methods to reduce bulk and scale include providing building openings, transparency at the ground floor on all sides, use of various colors and materials, and landscaping.

v. On the south façade, consider incorporating materials and architectural treatments to reflect the context of nearby development in the neighborhood.

b. Proposed Building 1 is adjacent to the NE 45th St viaduct which includes a pedestrian path below. The height and mass of Building 1 will have a significant visual effect on pedestrians and cars traveling up and down NE 45th St, and a significant circulation effect on pedestrians using the paths below the viaduct to access the bus stop and NE 45th St.

c. Proposed Building 1 should include methods to improve the visual effect of the structure on the adjacent public right of way and the applicant should strive to improve pedestrian connectivity between the proposed development and the existing pedestrian connections near the viaduct.

d. The proposed corners of proposed Building 1 require further study. The building scale warrants a larger scale corner treatment at the northwest corner of the building, in order to match the scale of the rest of the building. The southwest corner of the building may be quite visible from both NE 45th St and 25th Ave NE and should be addressed in the proposed building design.

e. Proposed Building 1 is a large structure and it will be a challenge to create a building design that responds to neighborhood context, reduces bulk and scale, and results in a unified building form and concept. The applicant should demonstrate how the proposed development meets this guideline at the MUP stage.

f. Pedestrian connectivity. The applicant has noted that this is one of the goals of the proposal, but the connections focus primarily on internal pathways. The pedestrian connections should strongly link to existing pedestrian pathways adjacent to the University Village site, especially the highly used pedestrian path below the NE 45th St viaduct and the sidewalks on 25th Ave NE.

i. Provide a physical pedestrian path through proposed Building 1, if at all possible
   1. This path could coincide with a visual connection through the University Village site, which would also assist with reducing the scale of Building 1
   2. If it is not possible to provide this connection, the applicant will need to demonstrate strong reasons in support of not providing the connection

ii. Provide a physical pedestrian connection from the walkway under the viaduct to the west. This may be in public right of way in coordination with SDOT, or it may be located on the subject property.

g. The circulation around and through proposed Building 1 should minimize pedestrian/vehicle conflicts, provide maximum pedestrian circulation, and minimize vehicle circulation conflicts. The Board specifically noted concerns with the pedestrian circulation connection to the walkway under the NE 45th St viaduct, and the potential for vehicle circulation conflicts near the southwest driveway and vehicle entry to the west side of Building 1.

h. The Board noted that it will be important to include a variety of quality materials and finishes, especially to reduce the scale of Building 1. The applicant should also demonstrate that the south wall of Building 2 would include quality finishes and would not represent a blank wall.

i. The applicant has noted that service areas would be located on the east façade of each building. The applicant should demonstrate how those areas meet this guideline.

j. The existing paths under the NE 45th St viaduct are already dark and somewhat enclosed by the NE 45th St viaduct. The paths would be further walled in and made darker by the proposed 6-story structure adjacent to the north side of the viaduct.

k. Proposed Building 1 design should include techniques to enhance safety and security in this area through methods such as storefront windows on the south façade, enhancing pedestrian connections between the site and that path, lighting, and visual connections through the building.

l. The applicant should demonstrate how the proposal meets the guidelines for transparency, signage, and lighting at the MUP stage of review.

m. The applicant has noted that large amounts of landscaping would be provided at the street level and on the buildings. The landscaping at the property edges should respond to neighborhood context.

n. The applicant has noted the intent to provide landscaping to soften the proposed buildings and reduce the scale of Building 1 as viewed from the side and above. The proposed landscape plans should demonstrate how the proposal meets these guidelines.

2. Building 2 (Village Center).

a. The applicant should also demonstrate how the other two proposed buildings meet the Guidelines for blank walls. Areas of concern include the south wall of the staircase at Building 2 and the west and north facades of Building 3. Potential methods to mitigate blank walls include modulation, articulation, colors and material applications, and vegetation.

b. The proposed open space associated with the new structures should be functionally usable and connected to other well-used open space areas.

c. The Board noted that it will be important to include a variety of quality materials and finishes, especially to reduce the scale of Building 1. The applicant should also demonstrate that the south wall of Building 2 would include quality finishes and would not represent a blank wall.

d. Proposed Building 2 would be located north of an existing taller building. The applicant should demonstrate how the proposed open space at the terraced steps would be affected by the shadows cast from the existing building. Consider providing a connection from the top of the steps to the existing building to the south, in order to provide better connectivity and destinations at both the top and bottom of the stairs.

e. The courtyard at the bottom of the stairs would be normally occupied by parking, as currently proposed. The Board noted that in the overall scheme of University Village, the number of parking spaces provided in this area is negligible. Some part of the area may work well as a 'drop-off' circulation or valet temporary parking, but the parking spots would be better used as dedicated plaza area.

f. The Board noted that due to the existing use patterns of the site, the plaza at the interior of the site should be larger and more pedestrian-oriented. The proximity to

the plaza across the internal street to the east (near Starbucks) will result in more consolidated usable open space for the site.

g. The applicant has noted that service areas would be located on the east façade of each building. The applicant should demonstrate how those areas meet this guideline.

h. The applicant should demonstrate how the proposal meets the guidelines for transparency, signage, and lighting at the MUP stage of review.

i. The applicant has noted that large amounts of landscaping would be provided at the street level and on the buildings. The landscaping at the property edges should respond to neighborhood context.

j. The applicant has noted the intent to provide landscaping to soften the proposed buildings and reduce the scale of Building 1 as viewed from the side and above. The proposed landscape plans should demonstrate how the proposal meets these guidelines.

3. Building 3 (Gateway Building).

a. Building 3 is a concern on the north façade. The grade change and inclusion of parking inside the structure may result in blank walls adjacent to the sidewalk at the "gateway" to the site. The grade change also translates to a tall façade at the north side of the building. The proposed design should include maximum transparency adjacent to the sidewalk at the north and west facades, and include articulation and modulation to reduce the height and scale of the north façade.

b. The site is located in a Mixed Use Corridor (25th Ave NE) and within the Ravenna Urban Center Village. The applicant should demonstrate how the proposed design meets these guidelines for architectural context.

c. The proposed buildings should respond to newer architectural context within the area where the façade faces the public right of way (ex. The west façade of Building 3 and the west and south facades of Building 1). The Board mentioned newer residential and commercial development on 25th Ave NE, north of the site, as positive examples of newer architectural context.

d. Pedestrian connectivity. The applicant has noted that this is one of the goals of the proposal, but the connections focus primarily on internal pathways. The pedestrian connections should strongly link to existing pedestrian pathways adjacent to the University Village site, especially the highly used pedestrian path below the NE 45th St viaduct and the sidewalks on 25th Ave NE.

e. Proposed Building 3 would face 25th Ave NE and the southwest corner would be visually prominent because the adjacent development is set back far from the street. The proposed design of Building 3 should include attention to both the northwest and southwest corners of the building.

f. Proposed Building 3 includes a proposed plaza facing 25th Ave NE and another at the interior of the site facing east.

g. The applicant should clearly demonstrate how the proposed loading and vehicle access at Building 3 will not conflict with the pedestrian oriented open space, and how the open space will have clear pedestrian connections to existing sidewalks and stairways nearby.

h. The plaza on the 25th Ave façade could be smaller, and should include landscape and other means to buffer users from the traffic noise of 25th Ave NE. A street wall of retail would be a positive addition to that street front where many of the commercial storefronts are set back far from the sidewalk and not easily accessible to pedestrians.

i. The applicant should also demonstrate how the other two proposed buildings meet the Guidelines for blank walls. Areas of concern include the south wall of the staircase at Building 2 and the west and north facades of Building 3. Potential methods to mitigate blank walls include modulation, articulation, colors and material applications, and vegetation.

j. The proposed open space associated with the new structures should be functionally usable and connected to other well-used open space areas.

k. The applicant has noted that service areas would be located on the east façade of each building. The applicant should demonstrate how those areas meet this guideline.

l. The applicant should demonstrate how the proposal meets the guidelines for transparency, signage, and lighting at the MUP stage of review.

m. The applicant has noted that large amounts of landscaping would be provided at the street level and on the buildings. The landscaping at the property edges should respond to neighborhood context.

n. The applicant has noted the intent to provide landscaping to soften the proposed buildings and reduce the scale of Building 1 as viewed from the side and above. The proposed landscape plans should demonstrate how the proposal meets these guidelines.

FINAL RECOMMENDATIONS (DECEMBER 1, 2014):

The Recommendations below pertain to Building 3 (Gateway Building) only. The designs for Building 1 (South Garage) and Building 2 (Village Center) remain as approved with MUP 3008972.

1. **Architectural Context/Concept/Materials and Colors.** The Board noted that the materials and colors were too monotone and may not sufficiently enhance the proposed architectural concept or respond to nearby context. (DC2-B)
   a. The Board noted that the elevations and perspectives showing a lighter color in the terraced upper floors seemed to express the architectural concept better than the proposed materials board. (DC2-B)
   b. The Board noted that the materials at grade may respond to the pedestrian context, but the west and north facades will be visible from both the pedestrian scale and the 40mph driver scale along 25th Ave NE. (DC2-B)
   c. The Board therefore recommended a condition to revise the color palette to increase the contrast in tones to emphasize the architectural concept. (DC2-B)
      i. The Board clarified that the gray color palette is acceptable, and perhaps a slightly greater range in gray tones would meet the recommended condition, similar to the range shown in the elevation drawings and renderings in the packet.

2. **Height Bulk and Scale.** The Board noted that the changes to the corner and upper level massing are a significant improvement over the 2008 design and approved MUP for the Gateway Building. The revised Gateway Building design concept responds better to the

developing urban context of the immediate vicinity. The Board recommended approval of the revised design concept, and the strategies to reduce the scale at the 25th Ave NE street frontage. (CS2-C, CS2-D, DC2-A)

3. **Pedestrian Connections and Open Space.** The Board approved of the proposed changes to the north plaza and the modified landscaping at the north and west edges, but was concerned about sufficient pedestrian circulation area near the southeast corner.
   a. The planting and pedestrian connection on the north side of the site, the setback from the University Village driveway, and the wide north plaza will create more usable pedestrian area adjacent to the primary University Village entry point. (CS1-C, CS1-I, DE3-B, DC3-I)
   b. The Board approved of the proposed new elevator on the south side of the site, and the terraced planters on the west façade. The Board noted the proposed change is an improvement over the previously approved ramp at the west facade, since it provides more usable open space and a better connection between the building and the sidewalk. (PL1-B, PL3-C)
   c. The Board noted that the glass faces of the elevators are a critical aspect of the design response to the pedestrian environment on 25th Ave NE and 26th Ave NE. (DC2-B, DC2-C, DC4-A)
   d. The Board approved of the water feature and seating amenities at the southeast corner, but was concerned that the access between 26th Ave NE and the elevator was too narrow. The Board suggested the applicant examine possibilities to improve circulation in this area while retaining the water feature and seating, but declined to recommend a condition for this item. (PL1-B, PL2-A)

4. **Blank Walls and Commercial Transparency.** The Board recommended approval of the improvements to the proposed design of the 26th Ave façade including removal of the loading dock and replacement with retail frontage. The proposed revision is a vast improvement to transparency and greatly decreases the previously approved blank walls. (PL1-B, DC1-C)

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines during the EDG phase of review are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

The EDG phase of review (MUP 3008972) was conducted under the previous Citywide and Neighborhood Guidelines. The list below reflects the current applicable Citywide and Neighborhood Guidelines, as they relate to the prior Citywide and Neighborhood Guidelines identified during the EDG phase of review.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

University Supplemental Guidance:

CS1-I Streetscape Compatibility

CS1-I-i. Solar Exposure: Minimizing shadow impacts is important in the University neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st. This is especially important on blocks with narrow rights-of-way relative to other neighborhood streets, including University Way, south of NE 50th Street.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

University Supplemental Guidance:

CS3-I Architectural Elements and Materials

CS3-I-i. Incorporate Local Architectural Character: Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates

elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.

CS3-I-ii. Ravenna Urban Village: Within the Ravenna Urban Village, particularly along 25th Ave NE, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

University Supplemental Guidance:

PL3-II Human Activity

PL3-II-i. Recessed Entries: On Mixed Use Corridors, where narrow sidewalks exist (less than 15’ wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

University Supplemental Guidance:

DC1-II Design of Parking Lots Near Sidewalks

DC1-II-i. Views to Businesses: Screening of surface parking lots should allow views of businesses.

DC1-II-ii. Screen Type: On Mixed Use Corridors, walls rather than shrub screens are generally preferred because walls require less space and landscaping can be difficult to maintain in congested areas. If walls are provided, they must be made of "permanent" materials such as masonry.

DC2-III Visual Impacts of Parking Structures

DC2-III-i. Ground-Level Commercial Use: The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below-grade parking is the next best solution.

DC2-III-ii. Access to Street Network: There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

University Supplemental Guidance:

DC2-I Architectural Elements and Materials

DC2-I-i. Modulate Facade Widths: On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the University Community, such as lower Roosevelt.)

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

University Supplemental Guidance:

DC3-I Pedestrian Open Spaces and Entrances

DC3-I-i. Plaza Location: Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

DC3-I-ii. Plaza Proportioning: Plazas should be sensitively proportioned and designed. For example: not more than 60 feet across and no more than 3 feet above or below the sidewalk.

DC3-I-iii. Seating: Plazas should have plenty of benches, steps, and ledges for seating. For example: at least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16 inches.

DC3-I-iv. Plaza Frontage: Locate the plaza in a sunny spot and encourage public art and other amenities. For example: at least 50% of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, building entrances, or other pedestrian-oriented uses.

DC3-I-v. Planting Beds: Provide plenty of planting beds for ground cover or shrubs. For example: one tree should be provided for every 200 square feet and at a maximum spacing of 25 feet apart. Special precaution must be taken to prevent trees from blocking the sun.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.
DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

University Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. Desired Materials: See full Guidelines for list of desired materials.
DC4-I-ii. Relate to Campus/Art Deco Architecture: Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.
DC4-I-iii. Discouraged Materials: See full Guidelines for list of discouraged materials.
DC4-I-iv. Anodized Metal: Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.
DC4-I-v. Fencing: Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.
DC4-I-vi. Awnings: Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.
DC4-I-vii. Light Standards: Light standards should be compatible with other site design and building elements.

DC4-II Exterior Signs

DC4-II-i. Encouraged Sign Types: The following sign types are encouraged, particularly along Mixed Use Corridors:

a. Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.
b. Marquee signs and signs on pedestrian canopies.
c. Neon signs.
d. Carefully executed window signs, such as etched glass or hand painted signs.
e. Small signs on awnings or canopies.

DC4-II-ii. Discouraged Sign Types: Post mounted signs are discouraged.
DC4-II-iii. Sign Location: The location and installation of signage should be integrated with the building's architecture.
DC4-II-iv. Monument Signs: Monument signs should be integrated into the development, such as on a screen wall.

DEVELOPMENT STANDARD DEPARTURES

No departures were requested at the Final Recommendation meeting.

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated Monday, December 1, 2014, and the materials shown and verbally described by the applicant at the Monday, December 1, 2014 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. **Revise the color palette to increase the contrast in tones to emphasize the architectural concept. (DC2-B)**

Director's Analysis

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the DPD Director's decision reads in part as follows:

The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

a. Reflects inconsistent application of the design review guidelines; or
b. Exceeds the authority of the Design Review Board; or
c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or
d. Conflicts with the requirements of state or federal law.

Subject to the following conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

At the conclusion of the Recommendation meeting held on December 1, 2014, the Board recommended approval of the project with the following condition:

1. **Revise the color palette to increase the contrast in tones to emphasize the architectural concept. (DC2-B)**

Four members of the Northeast Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Applicant response to Recommended Design Review Condition:

1. The applicant demonstrated that the proposed color and material palette would provide sufficient contrast through texture and was responsive to other similar context in the University Village development.

The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met.

DECISION – DESIGN REVIEW

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design and the requested departure with the conditions summarized at the end of this Decision.

II. SEPA ANALYSIS

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated November 8, 2013. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant, reviewed the project plans and any additional information in the file, and pertinent comments which may have been received regarding this proposed action have been considered.

As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part, *"Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation"* subject to some limitations.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for many short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. Washington State Department of Ecology regulations require mitigation of significant environmental contamination impacts, consistent with Model Toxics Control Act requirements. Additional discussion of short and long term impacts, and conditions to sufficiently mitigate impacts where necessary, is found below.

Public Comment:

The public comment period ended on December 4, 2014. No comments were received in response to the proposal reviewed under MUP 3015887.

Short Term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808),

the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes construction-related greenhouse gas, construction traffic impacts, historic resources, as well as mitigation.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Construction Traffic

The proposed development includes 6,000 cubic yards of grading, in addition to construction of the proposed building, which will result in a large number of trucks needed to haul material away from the site. The site is located near several arterials and side streets that are often congested, especially at peak travel hours. Construction vehicles and workers traveling to the site and queueing near the site can further exacerbate existing traffic congestion. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted.

To mitigate construction truck trip impacts, the applicant shall submit a Construction Haul Route for approval by Seattle Department of Transportation. This plan may include a restriction in the hours of truck trips to mitigate traffic impacts on nearby arterials and intersections. Evidence of the approved plan shall be provided to DPD prior to the issuance of demolition, grading, and building permits.

Historic and Cultural Preservation

The City mapping system indicates that the subject property is located within the Meander Line Buffer, which follows the original shorelines of Seattle. Given that the southern edge of the University Village site is close to the original shoreline, there is a possibility that unknown archeological resources could be discovered during excavation.

The applicant submitted a report indicating there are no known cultural resources on this site ("Cultural Resources Assessment for the University Village Building 1 Project, Seattle, Washington" by Northwest Archaeological Associates, Inc., dated September 9, 2008).

Consistent with DPD Director's Rule 2-98 on SEPA Environmental Review and Archaeological Resources, and in order to ensure no adverse impact would occur to an inadvertently discovered archaeological significant resource, DPD conditions the project in accordance with the Director's Rule.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; parking; potential blockage of designated sites from the Scenic Routes nearby; possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no

further conditioning is warranted by SEPA policies. However, greenhouse gas emissions; height, bulk and scale; traffic and transportation; and parking impacts warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant; therefore, no further mitigation is warranted.

Height, Bulk & Scale

The project went through a Design Review process which addressed the issue of Height, Bulk & Scale; see the above Design Review Analysis for details of the process and design changes.

Pursuant to SEPA Policy 25.05.675.G.2.c: Height, Bulk and Scale, "the Citywide Design Guidelines (and any Council-approved, neighborhood Design Guidelines) are intended to mitigate the same adverse height, bulk and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review process is presumed to comply with the height, bulk and scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk and scale policies that have undergone design review shall comply with the design guidelines applicable to the project."

Additional SEPA Mitigation of height, bulk and scale is not warranted.

Parking

As part of the environmental checklist, the project submitted memos supplementing and updating the parking analysis that was conducted with the earlier 3008972 MUP (Memos from TranspoGroup, dated October 16, 2014 and November 19, 2014).

The memos noted that the peak parking demand for the proposed revised development and existing structures could be as high as 2,132 spaces for the entire University Village development. The total number of parking spaces for existing development and the proposal reviewed with MUP 3015887 is 2,306. The parking utilization rate for the entire shopping center with the proposed development (92%) will be slightly lower than that forecast for the full development in the 2010 EIS (94%). The parking demand will be satisfied by the proposed and existing parking spaces; therefore no mitigation for parking is warranted.

Traffic

As part of the environmental checklist, the project submitted a memos supplementing and updating the traffic analysis that was conducted with the earlier 3008972 MUP (Memos from TranspoGroup, dated October 16, 2014 and November 19, 2014).

The memos indicated that the MUP 3015887 proposed development and existing development in the University Village site is expected to generate a net total of 425 trips per hour for the Saturday mid-day retail Peak times, and 415 trips per hour during the Weekday PM Peak times.

The DPD Transportation Planner reviewed the information and determined that while these impacts are adverse, mitigation was identified with MUP 3008972. The mitigation as applied to the impacts from trips to be generated with the MUP 3015887 development shall be through a pro-rata contribution to the University Area Transportation Action Strategy (UATAS).

The University Area Transportation Action Strategy (UATAS), developed by the Seattle Department of Transportation, provides a comprehensive, multi-modal plan for the area's transportation system, and is intended to serve as a blueprint for financing and prioritizing SDOT's capital investments in the University Area for the next several decades. Traffic from the proposed Gateway Building (MUP 3015887) is expected to impact some of the locations where these capital investments are planned. To mitigate these impacts, the project is required to help fund proximate capital projects identified in the UATAS on a pro-rata basis. The total amount of this pro-rata contribution is **$248,500**.

In lieu of making all or a portion of this payment, the applicant may contribute funds directly to the construction (by the City or another party) of, or privately undertake construction of, one or more of the following UATAS projects (or a portion thereof as approved by the Department in consultation with SDOT):

Project	Description
Project #5	Burke Gilman Trail/25th Ave NE crossing
Project #31	NE 50th Street/30th Avenue to 35th Avenue
Project #21	36th Avenue NE/Burke Gilman Trail
Project #32	Montlake Blvd/NE 45th Street Corridors
Project F	Burke Gilman at multiple road crossings

If construction of any of the above projects is determined to be inappropriate when mitigation payment is required (ex. Because the project has been constructed, or has been removed from UATAS), a functionally-equivalent UATAS project will be substituted as approved by the Department (in consultation with SDOT).

Any funds so contributed by applicant, or expended by applicant in connection with the construction of such projects, shall be applied as a dollar-for-dollar credit in reduction of the cash payment amounts due above.

DETERMINATION OF NONSIGNIFICANCE

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

☒ Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC 197-11-355 and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

DESIGN REVIEW - CONDITIONS OF APPROVAL

Prior to Certificate of Occupancy

1. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Shelley Bolser 206-733-9067 or shelley.bolser@seattle.gov).

2. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Shelley Bolser (206) 733-9067 or shelley.bolser@seattle.gov).

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Shelley Bolser 206-733-9067 or shelley.bolser@seattle.gov).

SEPA - CONDITIONS OF APPROVAL

Prior to Issuance of a Grading, Shoring, or Building Permit

4. The applicant shall provide a copy of a Construction Haul Route, approved by Seattle Department of Transportation.

Prior to Issuance of the Building Permit

5. Pro-rata contribution to University Area Transportation Action Strategy (UATAS) capital projects. The total amount of the pro-rata contribution is $248,500. This contribution is required to be paid proportionately for the Gateway Building reviewed with MUP 3015887, prior to issuance of the building permit for that building.

   In lieu of making all or a portion of any such payment, the applicant may contribute funds directly to the construction of, or privately undertake construction of, one or more of the UATAS projects (or a portion thereof) identified in the mitigation section of the Transportation Analysis, above. If construction of any of these projects is determined to be inappropriate when mitigation payment is required, a functionally-equivalent UATAS project will be substituted as approved by the Department (in consultation with SDOT). Any funds so contributed by the applicant, or expended by the applicant in connection with the construction of such projects, shall be applied as a dollar-for-dollar credit in reduction of the cash payment amounts due above.

During Construction

6. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:

   a. Stop work immediately and notify DPD (Shelley Bolser 206-733-9067 or Shelley.bolser@seattle.gov) and the Washington State Archaeologist at the State Department of Archaeology and Historic Preservation (DAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.
   b. Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

Signature: retagonzales-cupneutubby for Date: March 12, 2015

Shelley Bolser, AICP, LEED AP
Land Use Planning Supervisor
Department of Planning and Development

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered "approved for issuance". (If your decision is appealed, your permit will be considered "approved for issuance" on the fourth day following the City Hearing Examiner's decision.) Projects requiring a Council land use action shall be considered "approved for issuance" following the Council's decision.

The "approved for issuance" date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.